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DGS APPROVED COURSES

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MODE

Online

DURATION

2 Weeks

DATE

July 26

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Undergo the course from the comfort of your home

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After a harrowing time, Ever Given finally sets sail towards Rotterdam. "Finally, Ever Given resumes sailing after a well fought victory. The incident which shook the world will be remembered in history. We wish the very best to Ever Given 25 who are committed seafarers. They are the ones keeping the world alive as our maritime torch bearers," expressed, Mr Abdulgani Serang, General Secretary cum Treasurer, National Union of Seafarers of India (NUSI).

Mr Serang continued that the 25 seafarers onboard were very happy. They were not alone in their fight for justice. They had the support of individuals, NUSI, MUI, Bernard Schulte, maritime administration, Government of India, Indian High

13



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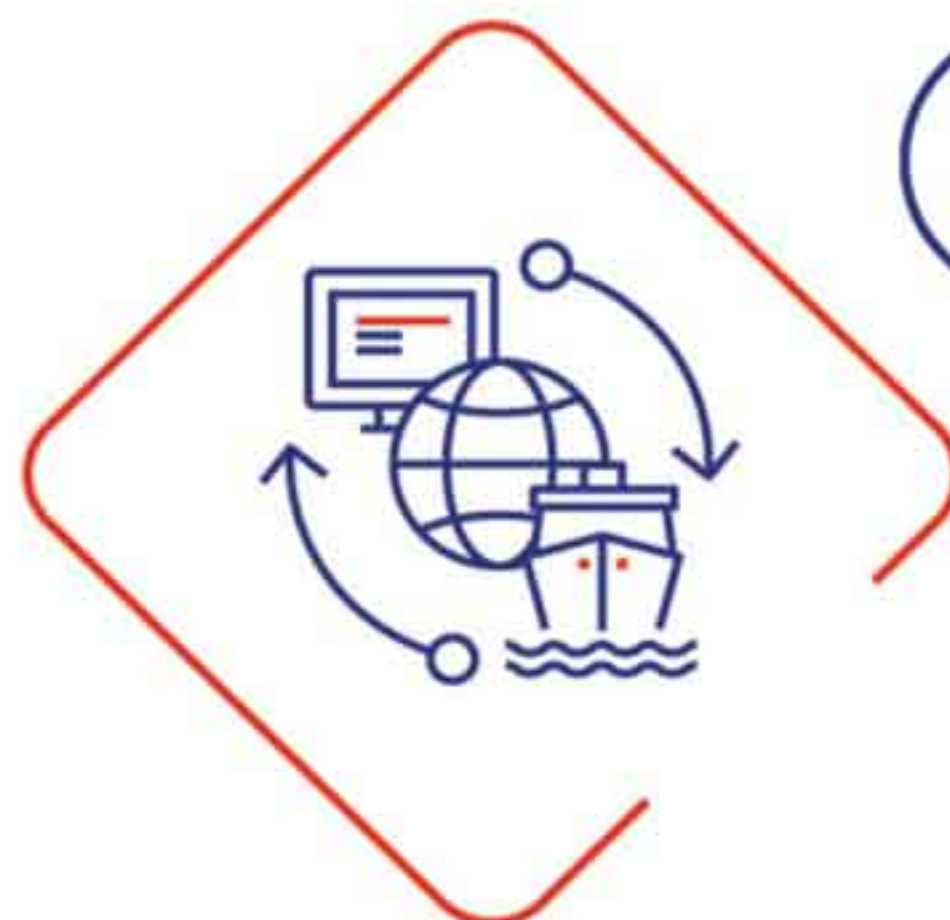
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RPSL - MUM-045 | DOI : 02.02.2016 - DOE : 12.03.2021

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CMMI is pleased to announce the commencing of 'Part C' of EXTRA MASTER's on-line classes on **2nd August, 2021**

Those desirous are requested to register themselves for 'Part C' of EXTRA MASTER's on-line classes.

Bookings for this course can be made on-line through our website www.cmmi.co.in

The typical EXTRA MASTER's on-line classes shall consist of three Parts (**Part A, Part B, Part C**), in addition a dissertation (**Part D**).

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1. EM301 - Marine Environment Management 2. EM302 - Port Management 3. EM303 - Commercial Shipping Management

All course materials, references, classroom and training videos are uploaded and available online on <http://www.extramasters.com/>

1. Upon registration, candidate will be provided unique ID and password.
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4. There will be training session on weekends along-with Q&A session.
5. Additionally; any queries and doubts will be addressed by trainer over Email or WhatsApp.
6. There will be internal assessment after every sub-part of the module is over.

Each Part will take 3 months + exams = 4 months duration. Passed Part will be valid for lifetime.

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Date of commencement of on-line classes for 'Part C' is **2nd August, 2021**.

Presently, the course will be available only for candidates holding Indian Certificate of Competency.

The course fees will be INR 25,000 plus taxes (INR 29,500) for each Part for CMMI Members.

The course fees will be INR 30,000 plus taxes (INR 35,400) for each Part for Non- Members.

Please get in touch with Master / Capt. B. K. Jha for exam related query on e-mail master@cmmi.co.in

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TYPE OF VESSEL	NO. OF VESSELS	DELIVERY DATE
DFDE	Three	Jul, Aug, Dec -2019
STaGE	One	Sept - 2019

In 2020-21

TYPE OF VESSEL	NO. OF VESSELS	DELIVERY DATE
XDF	Three	Jan, Oct - 2020 Jan - 2021

TOTAL LNG FLEET BY EARLY 2021 :- 23

TYPE OF VESSEL	NO. OF VESSELS
STaGE	Two
STEAM	Seven
Q-FLEX	Three
DFDE	Seven
XDF	Four

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In 2022:

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Exam Dates - 21st / 22nd / 23rd / 24th & 25th July 2021

10+2 PCM marks NOT LESS than 65% & in English 50%.

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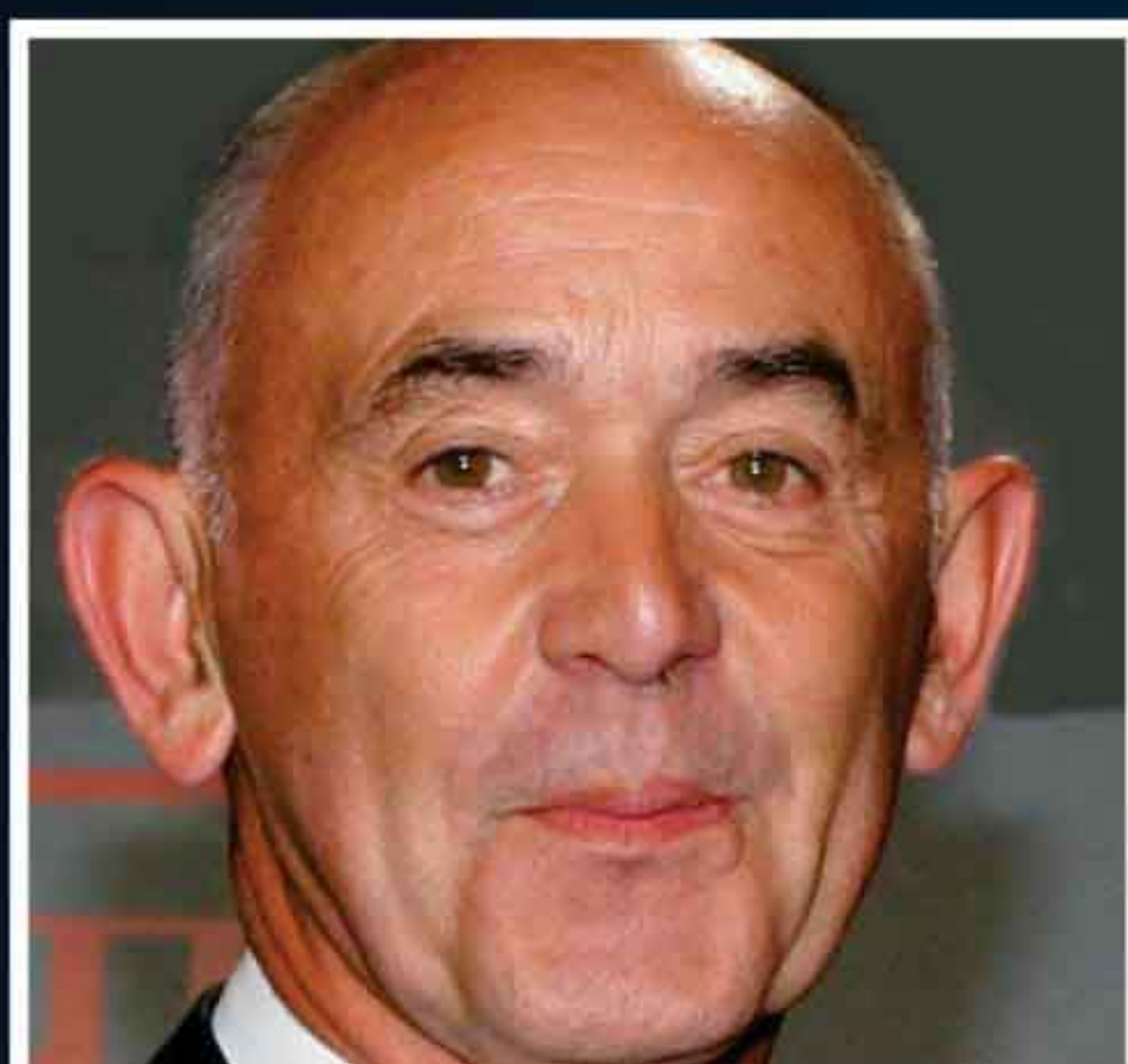
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E-mail : info@namsshipmgtm.com / crew.namsship@gmail.com
website- www.namsshipmgtm.com

MARITIME CASUALTY DATA

January 2019 onwards

Available on

marexmedia.com



This is a Public Service by

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The monthly casualty list update is published in
The Marex Bulletin - first Thursday of every month

UK - Australia - New Zealand : CoC

Warsash Maritime Academy, Southampton, UK

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For course booking &
more information, please contact

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- Australian Maritime College, University of Tasmania, Australia.
- MIT, Auckland, New Zealand.
- NMIT, Nelson, New Zealand.

Note:

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- Electrical Officers can do Class 4 CoC Engine from New Zealand.
- Deck Cadets with 12 months sea-time can do 2 nd Mates from New Zealand.

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- MSc International Maritime Business (UK) - 2 years PSW
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2	Capt. Bhambhani Shailesh	18	Capt. Gill Joginder Singh	34	Capt. Pradhan Kaustubh Vasant
3	Capt. Bhandarkar Vivek K.	19	Capt. Gupta Pawan Kumar	35	Capt. Pramod Kumar Singh
4	Dr. (Capt.) Bhardwaj Suresh	20	Capt. Gyanendra Singh	36	Capt. Rai Karanjit Singh
5	Capt. Bhargava Rahul	21	Capt. Halbe Shivanandan M.	37	Capt. Rangnekar Prashant Sadanand
6	Capt. Bhasin Mahendra Pal	22	Capt. Harjit Singh	38	Capt. Rao Mallikharjuna Ajjarapu
7	Capt. Chadha Kamal Harcharandas	23	Capt. Jha Birendra Kumar	39	Capt. Santhakumar M.
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12	Capt. Dubey Chhote Lal	28	Capt. Nambiar R. V. Rajesh	44	Capt. Sushant Kumar
13	Capt. Dutta Kaustuv	29	Capt. Naresh Kumar	45	Capt. Tandon Rajesh
14	Capt. Gadpande Suneha	30	Capt. Nigam Prabhat	46	Capt. Tipnis Aniruddha Vasant
15	Capt. Gangaadharan Ajay	31	Capt. Panda Tapan Kumar	47	Capt. Varma Rahul
16	Capt. George Alexander K.	32	Capt. Patankar Milind Kashinath		



No. 875

LEARN-O-WIN QUIZ?

1 A mooring system that results in a spread system without anchor buoys is called a

- A) wire rope mooring system
- B) shepherd's crook mooring system
- C) spring buoy mooring system
- D) permanent chasing system

2 How wide must the safety net be that is required on the unprotected perimeter of the helicopter landing deck on a MODU?

- A) 2.0 meters
- B) 1.5 meters
- C) 1.0 meter
- D) 2.5 meters

3 Metal plates that cover the top of the hawsepipes are called

- A) buckler plates
- B) stop waters
- C) plugs
- D) footings

4 Which type of bottom is best suited for holding an anchor of a small boat?

- A) Mud and clay
- B) Gravel
- C) Rocky
- D) Sandy

5 Which tensioning device is used with wire rope lashing to secure vehicles aboard Ro-Ro vessels?

- A) Adjust-a-matic tensioner
- B) Buckle tensioner
- C) Ratchet tensioner
- D) Chain lever.

6 You are ordering ship's stores. Which statement is TRUE?
A) Stores certified for use on uninspected vessels may be identified by the certification number used by Underwriter's Laboratories.
B) Acetylene may be in a ship's storeroom in quantities not exceeding 6000 cubic feet.
C) Stores such as line, rags, mattresses, linens, etc. Must be treated to be fire retardant.
D) A portable container of a flammable liquid used as fuel for portable auxiliary equipment must be stowed in a paint locker or at a designated open location.

7 When anchoring a vessel under normal conditions, which scope of chain is recommended?

- A) Five to seven times the depth of water
- B) Four times the depth of water
- C) Fifteen times the depth of water
- D) Two and one-half times the depth of water

8 The blade for a power hacksaw should be installed with the teeth

- A) Pointing toward the motor if using a 4 or 6 tooth blade and away from the motor if using a 10 or 14 tooth blade
- B) Pointing either toward or away from the motor end of the machine
- C) Pointing away from the motor end of the machine
- D) Pointing toward the motor end of the machine

9 What color is used to indicate the last shot of anchor chain?

- A) Yellow
- B) Red
- C) Blue
- D) White

10 Sacrificial zinc anodes are used on the saltwater side of heat exchangers to

- A) Reduce electrolytic action on heat exchanger metals
- B) Keep heat transfer surfaces shiny and clean
- C) Prevent rapid accumulation of marine growth
- D) Provide a protective coating on heat exchanger surfaces

For Answers See
B E L O W

B	010	POOR - 1-4 points	A	05
C	09	GOOD - 5-7 points	A	04
D	08	EXCELLENT - 10-8 points	A	03
A	07		B	02
D	06		D	01

CHECK YOUR SCORE

ANSWERS TO THE LEARN-O-WIN QUIZ



Commission, ITF, Egyptian Unions, maritime associations, press and many more.

Mr Serang shared the message of Capt Hanse Kurisinkal, Master, MV Ever Given when the vessel was released,

who stated: "It was gratifying to have vessel crew welfare been looked into by NUSI and ITF during vessel stay at Great Bitter Lake."

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Wärtsilä delivers 100MW of energy storage to Pivot Power



100MW / 200MWh of Wärtsilä energy storage technology across two key sites in the UK will support the integration of renewables onto the UK grid

The technology group Wärtsilä will supply 100MW / 200MWh of energy storage systems to Pivot Power, part of EDF Renewables, for its next two projects in the West Midlands, England, to support the roll-out of Pivot Power's innovative Energy Superhub model. Wärtsilä will install batteries at two sites in the city of Coventry and the borough of Sandwell, on the outskirts of Birmingham. The order was booked by Wärtsilä in Q2 2021. Construction is due to commence at Sandwell in Q4 2021 and at Coventry in Q1 2022.

These new systems are a continuation of Wärtsilä's strong track record of collaboration with Pivot Power. Wärtsilä is already delivering 100MW of energy storage for two Pivot Power projects - Energy Superhub Oxford (ESO), where Wärtsilä is providing 50MW of energy storage systems, and a further 50MW in Kemsley, Kent.

The ESO project will include the world's largest lithium-ion and vanadium-flow hybrid grid-scale energy storage system, in partnership with Invinity Energy Systems. The hybrid battery is supporting the development of a high-powered EV charging network delivering power to key locations across the city, and will share a connection to the high-voltage electricity transmission network.

Energy storage is crucial to meet the UK Government's new 2035 target to reduce emissions by 78%. To reach this, all electricity production will need to be zero carbon by 2035. The Energy Superhub projects will help enhance the reliability of the UK's electricity system and cost-effectively integrate more renewable generation. The Energy Superhub network could provide up to 10% of the storage capacity the UK is predicted to need by 2050 and will help to create a smarter, more flexible grid, which could save up to GBP 40 billion.

Wärtsilä will supply the cutting-edge energy storage technology for both West Midlands projects, underpinned by its world-leading GEMS Digital Energy Platform, which dynamically optimises energy systems,

providing critical feedback to stakeholders across asset owner, operation and trading value chains. These projects with Pivot Power are an important part of Wärtsilä's ambition to enable a 100% renewable energy system in the UK by providing essential grid flexibility, and builds on the companies' first two projects together in Oxford and Kent.

Matt Allen, CEO of Pivot Power, said: "This is the next step in our nationwide rollout of Energy Superhubs which will create the low carbon infrastructure needed to support the EV and renewable energy revolution. As part of EDF Renewables, Pivot Power's purpose is to accelerate a net zero future where clean energy powers our lives. We are working hand in hand with local authorities to help them meet their climate and clean air pledges, so people can live and work in cleaner, more sustainable cities."

Andy Tang, Vice President, Energy Storage & Optimisation, Wärtsilä, said: "Flexibility is the key to achieving 100% renewables and decarbonising the economy. Our energy storage systems help leading innovators like Pivot Power turn these ambitions into reality. The enhanced flexibility this project will provide is precisely what we need to accelerate our cost-optimal pathway to 100% renewable energy. This second partnership project with Pivot Power shows Wärtsilä's commitment to helping the UK decarbonise its electricity generation and means we can roll out more energy storage infrastructure to support the UK grid."

The UK is an optimal market opportunity for energy storage. Research from Wärtsilä found that income received by energy storage providers in the UK was up by 21% during the first coronavirus lockdown in 2020. The variable market conditions during the lockdown presented an example of what the UK's energy system could look like as more renewable energy is adopted and supported by energy storage. These findings were uncovered by the Wärtsilä Energy Transition Lab data from 24 March – 23 April 2020.



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Plans are underway to develop a commercial ship powered by a molten salt nuclear reactor

Ongoing research into small-scale nuclear energy conversion has advanced to greatly increase safety with the development of sodium-cooled reactors and molten salt nuclear technology. While the technology is potentially feasible, there remains the need to negotiate to gain passage through several channels and ports internationally.

Introduction

The history of nuclear ship propulsion dates back to the mid-1950's when the United States developed the submarine Nautilus. By late 1959, the Soviet Union answered the nuclear propulsion challenge with the launching of the icebreaker Lenin. Since that time, all nuclear-powered maritime vessels have been directly or indirectly connected to a national military or navy. Recent advances in nuclear technology offers possibility for commercial propulsive application.

Environmental concerns about maritime sector greenhouse gas emissions have prompted research and development into a multitude of alternative fuels and ship propulsion technologies. While alternative fuels such as LPG and methanol fuels sustain the operation of internal combustion engines, other fuels such as hydrogen and reprocessed ammonia sustain operation of fuel cells that produce electricity. Some versions of new generation small-scale nuclear power resolve the problem of cooling reactors with high-pressure water or high-pressure helium gas. Widespread acceptance of nuclear powered commercial ships depends on assuring populations of the greater safety of contemporary nuclear technology.

Nuclear Concerns

Nuclear incidents such as Fukushima (Japan), Three Mile Island (United States) and Chernobyl (USSR – Russia) and the stockpile of semi-spent nuclear fuel rods have elicited much public opposition to expanding nuclear power. While traditional nuclear reactors are cooled by water, helium gas pumped at high pressure cools some modern high-temperature reactors. Structural failures in high-pressure water-cooled or gas-cooled reactors have catastrophic implications. Recent developments resolve the pressure problem by cooling the reactor with a liquid metal that melts just under 210 deg F (98 deg C) and remains liquid at 1470 deg F (800 deg C) while at atmospheric pressure.

Another unique nuclear technology involves adding nuclear material into molten salt, which also resolves concerns over cooling nuclear reactors with high-pressure steam or gas. Molten salt nuclear material becomes liquid at around 750 deg F (400 deg C) and is solid below that temperature. Some developing nuclear technology including variations of molten salt is able to reprocess semi-spent nuclear fuel. Any rupture of the molten salt nuclear reactor would result in a drop in temperature and solidification of the molten salt nuclear fuel, enhancing its safety and suitability for commercial ship propulsion.

Energy Conversion Efficiency

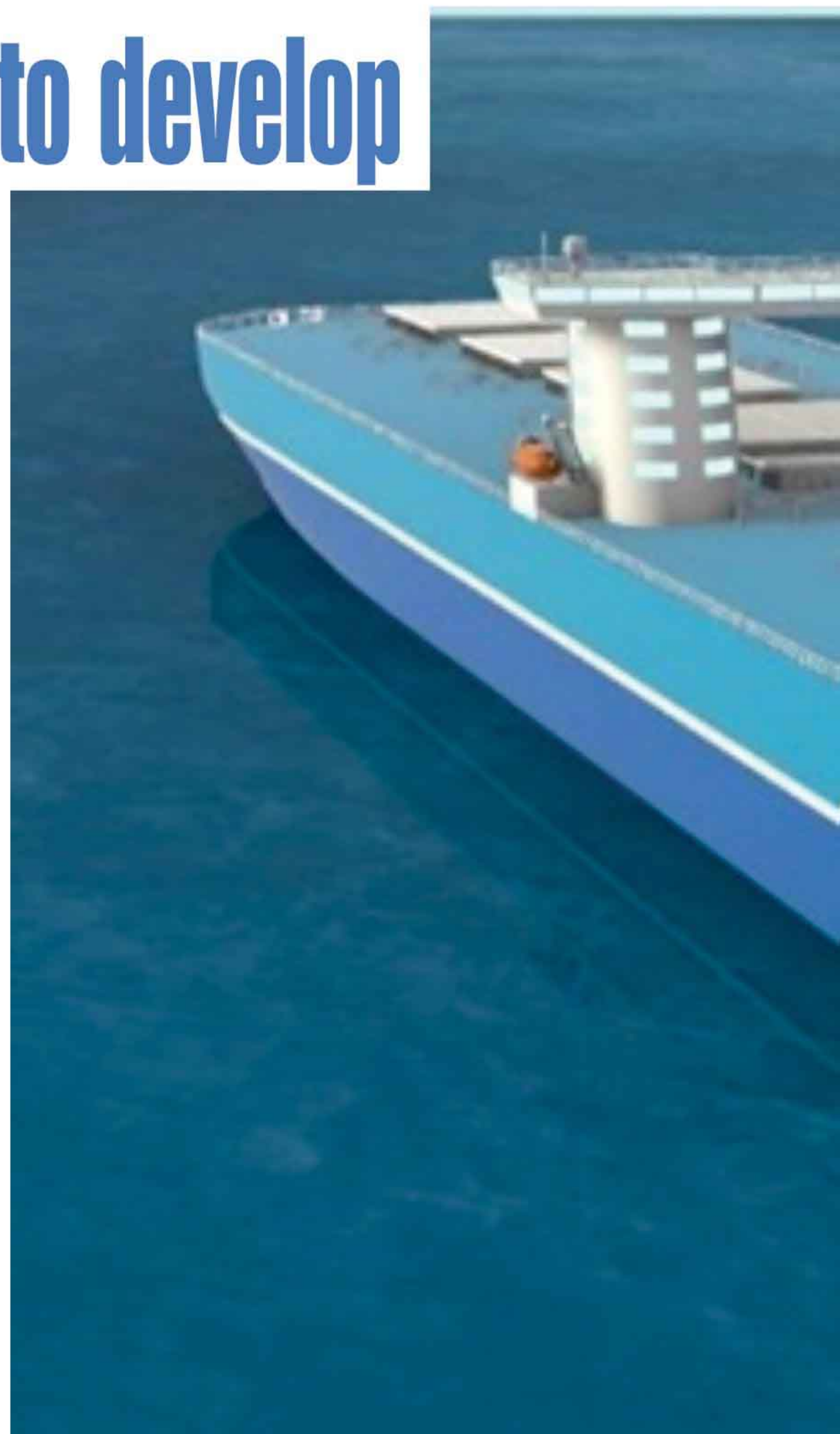
Green hydrogen production requires electric power to achieve

electrolysis, splitting hydrogen from oxygen at 65 percent to 75 percent conversion efficiency. Solid-oxide fuel cells convert hydrogen to electric power at 55 percent to 65 percent efficiency, with overall energy conversion efficiency from electricity back to electricity of about 45 percent to 50 percent. A nuclear power plant can produce electric power at 36 percent efficiency from fuel rod to transmission line, yielding 18 percent peak overall efficiency from power station via hydrogen and fuel cell to ship propeller. Nuclear energy can indirectly be used to produce ammonia and also methanol, with losses in energy conversion efficiency.

Direct nuclear power generation aboard a ship bypasses the efficiency losses of producing any of hydrogen, ammonia or methanol. While low-grade exhaust heat from land-based nuclear power station can contribute to producing methanol, energy is required to cultivate and harvest the crops required for methanol production. Directly using nuclear power for commercial ship propulsion allows arable land to be used for food production to feed human populations, instead of cultivating crops to produce bio-fuel. Over the service life of a ship, there would be potential for a nuclear powered ship to be cost competitive against other zero-carbon technologies.

Ports and Suez Canal

Public pressure and concerns for safety have prompted many coastal cities internationally to prohibit nuclear powered vessels from entering ports. At the present time, the Suez Canal Authority discourages nuclear powered vessels from sailing through the Suez Canal. Only under very rare occasions and courtesy of intergovernmental negotiation has the Suez Canal Authority allowed a nuclear powered vessel to transit through the canal. The threat of a breakdown occurring aboard a nuclear power





ship while sailing through the canal would cause closure of the canal and massive loss of revenue for the Canal Authority.

Towed Vessels

The Suez Canal Authority allows towed vessels to transit through the canal. There is usually some advanced notification and negotiation when a smaller vessel such as a tug tows a large vessel through the canal. On occasion, a large vessel has towed a much smaller vessel through the canal and such precedent provides a possible basis for future discussion and negotiation with the Suez Canal Authority. A future possibility would involve a small vessel generating electric power while being towed by a much larger vessel pulling a towing cable also that carries accompanying electric power cables.

A molten salt nuclear reactor could be deactivated prior to a nuclear-powered ship arriving at the entrances of Suez Canal, and a towed electric generator vessel would attach to each deactivated nuclear ship via towing cable and interconnecting power cables, providing propulsive energy and navigation control to the large ship. Electric power from the small towed vessel would sustain propulsion and navigation control for the large vessel. While such operation is technically possible, it has never operated through the Suez Canal and would require a policy directive from the Suez Canal Authority.

On-Board Battery Power

There is potential for battery technology to sustain low-speed propulsion and ship navigation along the 120-mile length of the Suez Canal. The same batteries would provide short distance propulsion and navigation control when nuclear powered commercial ships arrive at and depart

from ports that require de-activation of molten salt reactors aboard each nuclear commercial ship. Alternatively, port-based battery vessels would connect via towing cable and interconnecting power cables to provide propulsive power and navigation to large nuclear powered commercial ships that arrive and depart with de-activated molten salt reactors.

Port authorities on several nations and the Suez Canal Authority would need to consider the future possibility of nuclear powered commercial ships arriving at port and asking to transit through the Suez Canal. Both the port authorities and Suez Canal Authority would need to be assured of the relative safety of molten salt nuclear technology compared to earlier nuclear technology. All authorities would likely face public pressure to assure safety at ports and along the Suez Canal. Shipping companies considering future nuclear powered super-size container ships will need to negotiate with Suez Canal Authority and port authorities internationally.

Conclusions

Plans are underway in South Korea to develop a commercial ship powered by a molten salt nuclear reactor. It is one of the technology options as the international shipping industry transitions to low-carbon emission and zero-carbon emissions propulsion. There will likely be future discussion with the Suez Canal Authority in regard to nuclear powered commercial ships needing transit between the Mediterranean Sea and the Red Sea, also future discussion with port authorities internationally.

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(Courtesy: Maritime Executive)



Breach and Quantifying Loss proved

The speed-consumption claims under NYPE 1946 form can be a tricky one. It is a warranty of the vessel's 'capability' at the time of delivery and not a continuing one. At the same

time, there is an obligation on the owner to maintain the vessel and on the master to prosecute with utmost dispatch. The standard warranty is usually modified.



The standard warranty is on fully laden basis, but usually parties add ballast basis. The words 'fully laden' may be modified to 'laden', as seldom a vessel is fully laden. Usually, rider clause 29 (Vessel's Description) is added, frequently pulled from Baltic Questionnaire, which will set out the warranty in more detail.

The standard warranty comes with double 'about', attached to the speed and consumption, which usually means an allowance of one half knot reduction in speed and five percent increase in consumption. The warranty is about the vessel's capability in times of 'good weather'. Usually, parties define 'good weather' as code 4 (or less) in Beaufort wind force scale and code 3 (or less) in Douglas sea state scale, and no swell or adverse current.

Proving Breach and Quantifying Loss

First, the charterer must prove the vessel was less capable than warranted at the time of delivery. Typically, the charterer will rely on the vessel's performance during service to prove the capability at the time of delivery. First, the charterer will identify the periods of good weather on sea passages during service. The periods must be sufficiently long, though they do not have to be one full good weather day, so that they can safely represent the vessel's performance capability. If the vessel has underperformed during such good weather periods, then a breach is established.

Second, the charterer must quantify the loss. It is impractical to calculate the loss with any precision, but some hypothetical methodology has been accepted. It essentially assumes that the underperformance established during the good weather periods will be extrapolated to all the sea passages under the charter service.

Suppose that the vessel was warranted capable of a speed of 15 knots on 30 metric tons of IFO (380 CST) per day in good weather. The vessel performed a total of 50 days of sea passages under the charterparty. Bad weather was experienced on all sea passage days except one day. Now, this one day will be taken to measure the vessel's performance capability. It is found that on this one day, she achieved only a speed of 14 knots on 31 metric tons of IFO per day. This means the warranty has been breached, both by under-speed and overconsumption, as the performance on this one day of good weather shows that the vessel was indeed capable only of this performance when she was delivered.

It does not matter that the assumption of good weather both on the warranted performance calculation and the actual performance calculation was not true for most of the voyage. The vessel in this example would have taken, in actual fact, more time and consumed more fuel than even the actual performance scenario used in the above calculation. That does not matter. This methodology will give the probable loss and, though hypothetical, has been accepted.

Suppose that the vessel achieved a lower speed at lower consumption. Then there is a loss to the charterer by the lower speed and a gain to the charterer by the lower consumption. The gain must be offset against the loss in the charterer's claim. There is no offset if the claim could fit within the off-hire clause, which is seldom the case.

There are some limitations in both stages. On the first stage, the nearer the sample period is to the time of delivery, the better its value as representative of the vessel's capability on delivery. A sample period will be more easily representative of the vessel's capability on delivery in short trip charterers than in long charters. Similarly, a sample taken after the bottom was fouled during service is no good representative.

If bad weather is encountered throughout the service, the warranty is still applicable, and the hypothetical question then arising is what the vessel would have achieved had the weather been good. This can be impractical to assess, and it can be fatal to an underperformance claim in short trip charters. The charterer may resort to proving the vessel's capability by the experience in previous charter. However, the previous data will not be easily available to the subject charterer.

On the second stage, there may be periods of sea passages where the weather is extreme, hence the vessel can only go at low speed irrespective of her capability. Such periods must be excluded from extrapolation.

Dr. Arun Kasi is an advocate and solicitor in Malaysia. He is an arbitrator with the AIAC and THAC panels, and he is a member of LMAA. He accepts appointment as an arbitrator under LMAA terms. For more information, visit <https://arunkasico.com>.

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(Courtesy: Maritime Executive)*

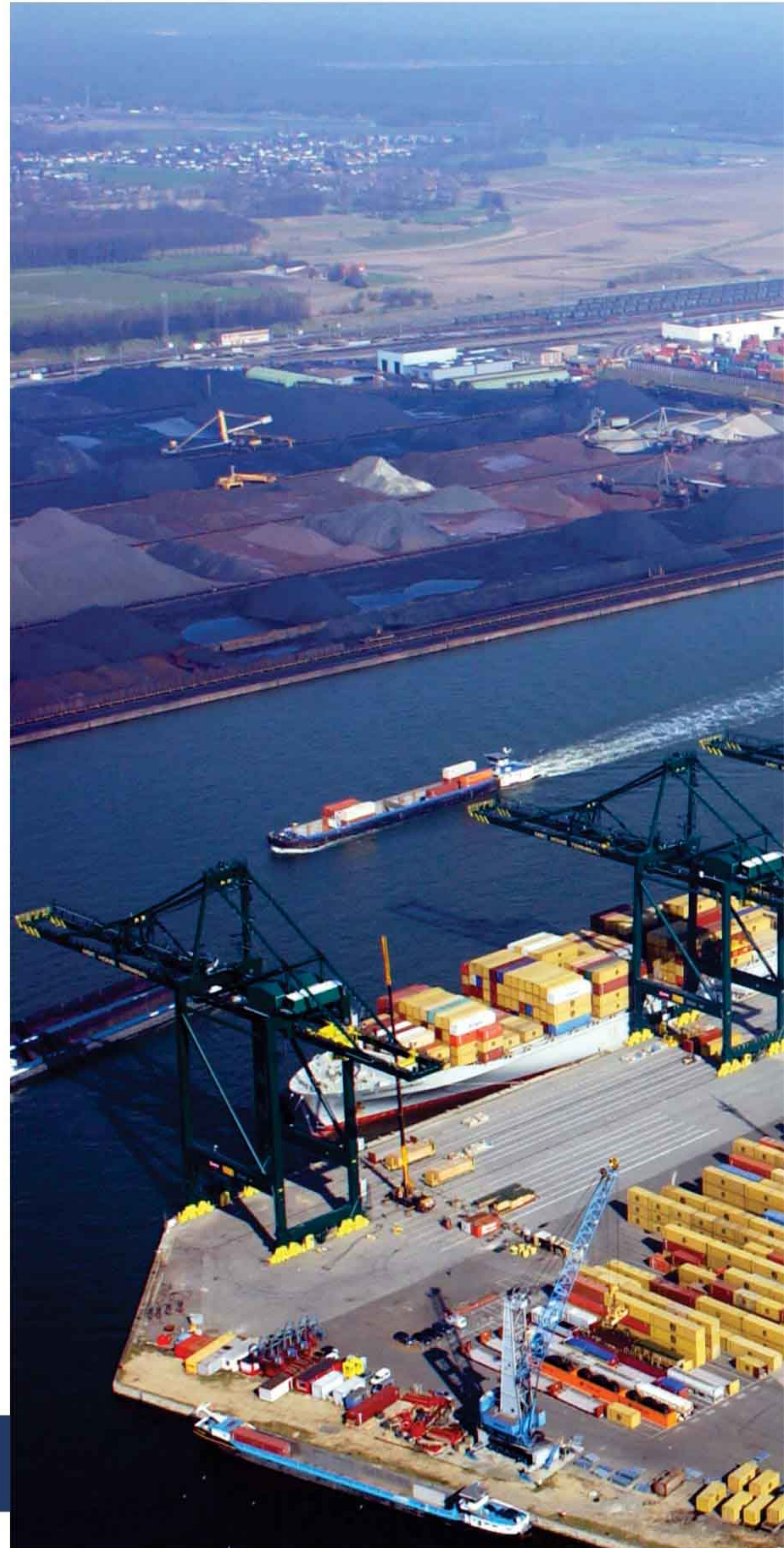
ECA project aims to reduce emissions by transporting goods through barge and rail

The Connecting Europe Facility (CEF), a European funding program, has announced that it will award €10.91 million (\$12.8 million) in funding to the Port of Antwerp for a project to install extra container capacity.

As disclosed, the funding will be used for the port's Extra Container Capacity Antwerp (ECA) project, which aims to increase the number of goods being transported by barge and rail in order to reduce emissions,



JACQUES VANDERMEIREN
CEO of Port of Antwerp



while addressing current container traffic problems that the port is facing.

Furthermore, the funding will be used for financing the planned studies for sustainable solutions that take into account a balance between economy, environment and climate.

“The container segment has continued to grow, even during the challenging year we have just experienced. This therefore confirms the urgent need for additional capacity,” Jacques Vandermeiren, CEO of Port of Antwerp, said.

“However, the manner in which we create that additional capacity is at least as important. It must be achieved in a sustainable way that respects the climate and the environment, so that is why we are fully engaged in realising a more carefully designed project.”

Specifically, the project involves designing and creating the “dock of the future,” with hyper-efficient terminals that have a low carbon footprint, reduced emissions from ships, and

stricter regulations on everything from shore power to construction techniques.

Emissions from ships and from terminals in the port will be kept to a minimum by means of low-emission handling technologies, shore-based power, circular construction techniques and stricter regulations, according to the port.

In terms of logistics, the Port of Antwerp said the ECA project will in turn act as the lever that will enable transportation to become more environmentally friendly through the use of rail and inland navigation.

I created the project in response to Europe's ambitions under the “Green Deal” and the Flemish mobility policy.

In May 2021, an international consortium led by the Port of Antwerp announced that it will receive a €25 million grant from the European Horizon 2020 program for an ambitious project that aims to make European ports greener.

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Land-based bunkers for ammonia marine fuel (Azane Fuel Solutions)

Flexible ammonia fuel bunkering terminals to be developed

While extensive research efforts are underway to develop the propulsion systems for ships that will use alternative fuels, the other critical part of the equation for decarbonization is developing the new infrastructure required to support the maritime industry's

use of the new fuels. A new joint venture launching in Norway, according to its founders, will the existing gap in the ammonia fuel value chain by developing ammonia ship bunkering infrastructure technology, products, and services.

Norwegian technology company ECONNECT Energy and Amon Maritime, which was formed in 2019 to focus on ammonia as a fuel, are launching the new company Azane Fuel Solutions, which will develop flexible ammonia fuel bunkering terminals. The companies believe it will be possible to remove existing barriers for implementing ammonia fuel by developing solutions which will be capable of receiving fuel from ships, trucks, and barges, in refrigerated or pressurised state, and be optimised for ammonia-fuelled ships.

"To enable the maritime green transition, new infrastructure must be established," says André Risholm, CEO at Amon Maritime. "Azane Fuel Solutions will focus on the bunkering part of the value chain and we see clear synergies with our on-going ammonia-powered ship projects."

Azane Fuel Solutions' first project is already underway. Together with partners spanning the value chain from ammonia production to consumption of ammonia as fuel on board vessels, the project is seeking to develop and demonstrate an ammonia fuel bunkering network for ships, enabling cost efficient and safe distribution, storage, transfer and utilization of ammonia as a fuel. The project aims to be the first in the world to pilot ammonia bunkering operations, but is seeking financial support from green governmental R&D grants due to the significant R&D challenges, and the pioneering nature of the effort.

Initially, Azane Fuel Solutions see the Northern European

market as a likely early adopter of ammonia fuel, however they believe there will be a substantial market potential on a global scale as the larger, international deep-sea shipping market adopts the new fuel.

The company is focusing on both a shore-based solution as well as a floating, mobile option. The shore-based terminals they believe will be suited to industrial ports and supply bases, allowing direct ship bunkering alongside the quay, or transfer to a bunkering barge. Larger versions of the system can also function as bunkering storage terminals, serving a fleet of bunkering vessels. The floating option will make it possible to move the bunker station to anchorages and a range of ports, which will be especially important they believe in the early stages of adoption before ports have broadly adopted the alternative fuel options and developed their infrastructure to support ships operating on the new fuels.

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Ammonia bunkering with a barge alongside (Azane Fuel Solutions)





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